AN UNPROMISING MORNING. It was a hazy sort of a morning yesterday when the yachtsmen turned out, and gave little promise of being any better than Tues day so far as weather was concerned. The wind was still coming from the east. There was no fog, but the sky was creamed by waterladen clouds. It was cold and unpleasant. The start had been arranged for noon, and so things were lively on each boat as soon as breakfast had been served One after another the tugs that had been engaged by the different yachts to act as tenders arrived on the scene, and friends of the yachtsmen who had left the city early came down on these tugs to give the yachtsmen a send-off. J. Kennedy Tod was on board the Unique, and in the party was Mrs. Robert K. Tod, wife of the owner

of the Thistle. Another crowd of enthusias ts was on board the H. B. Chamberlain and brought down five tons of ballast for the Atlantic. Capt. Barr at the last moment decided that the favorite in the race would do better if she had a little more lead, and had telegraphed for this ballast as soon as the race was postponed on Tuesday afternoon. There has been lots of talk about the Atlantic not being in good shape. So many alterations have been made in the boat since it was decided to enter her in the race that there has been little time for sailrace that there has been into this for sairing trials, and Capt. Barr was not at all pleased with the state of affairs. The fact that extra ballast was put on at the last moment would show that there is some truth in these rumors.

The Hamburg was the first of the racers that the her support. She typical line from

The Hamburg was the first of the racers to get up her anchor. She took a line from the tug M. Moran and passed out of the Horseshoe at 9:30 o'clock. Capt. Peters had his men at work at once taking off the sail covers and storing them away, and the German sailors worked with enthusiasm, seemingly delighted that there was a chance of their being sent off on their long journey. Adolph Tletjens, the representing owner of the syndicate of yachtsmen who own the boat; his son, Lieut.-Capt. John Tietiens, and the mysterious Mr. Piconelli, who

Adolph Tietjens, the representing owner of the syndicate of yachtsmen who own the boat; his son, Lieut.-Capt. John Tietjens, and the mysterious Mr. Piconelli, who has been said to be Prince Adathert, son of the Emperce, stood on the quarterdeck.

As they passed the stranded Carona, which is aground on Flynn's Knoit, the Hamburg dipped her colors, and the Caronia answered the salute. The passengers on board the Caronia crowded to the rails and waved their handkerchiefs and hats at the German boat, and the band played the "Watch on the Rnine." The Valhalla was the next boat to leave. She was in tow of the John Bouker. She made a stately picture with her yards all trimmed as she passed out. The Earl of Crawford, the Hon. Reginald Boughton, Cecil North, Dr. W. Cor eld and Sir Evelyn C. Wilbraham were c the quarterdeck. The Caronia saluted Igain, and the salute was promptly answered from the Valhalla by the dipping of her ensign, and the Earl and his guests raised their hats to the passengers on the stranded steamer.

guests raised their hats to the passengers on the stranded steamer.

Lord Brassey's world-famed Sunbeam followed in the wake of the Valhalla, so that the three foreign entries in the race were the first beats to go out to the fighting ground. Lady Brassey is a passenger on board the Caronia, and again the Cunarder saluted. Lord Brassey, Col. Harboard and Capt. A. Packenham waved to Lady Brassey and Mrs. Packenham as the yacht went by. Then came Commodore Robert E. Tod's schooner Thistle, flying the burgee of the Atlantic Yacht Club. The Unique had this boat in tow, and with Commodore Tod were Dr. Paul Outerbridge, Dr. James T. Ayer Dr. Paul Outerbridge, Dr. James T. Ayer and Poultney Bigelow.

Capt. Bohlen, like a true fisherman, dislikes tugs, and he decided to sail the Fleur de Lys out. The mainsail was set, and then a fisherman sailor climbed aloft to snap on the topsail sheet. He had on his rubber boots. Fishermen are the only sailors in the world who keep their rubber boots on even when going up to the masthead. The foresail soon followed, and then the headsails went up in stops. The anchor was weighed beadsails broken out, and on the starboard tack the famous little boat headed to sea. Dr. Stimson, Miss Stimson, Elliot Tuckerman and J. B. Connelley were on the quarterdeck, and as the Fleur de Lys passed through the fleet of fishermen, coasters and wilcts she was heartly cheered.

The yawl Ailsa was the next under way. She had a line from the tug Fred. B. Dalzell. On board were Grenville Kane, Paul E. Stevenson and H. B. Rutenduhl. The Hildegarde was the next boat to leave the harbor. Edward R. Coleman had as FLEUR DE LYS DISDAINED A TUG.

Stevenson and H. B. Rutenduhl. The Hildegarde was the next boat to leave the harbor. Edward R. Coleman had as his guests Frank Platt. Dr. Robert C. Leconte and A. E. Baker. and Capt. Marsters, an experienced deep sea sailor, was at the wheel. Allison V. Armour's Utowana followed in tow of another Moran tug. Mr. Armour, John L. Mott, Jr., and William Williams were on board. Then came the Atlantic, intow of the Nonpareil, and on this boat were Wilson Marshall, the owner; Fred. M. Hoyt, H. A. Bergmann, C. B. Seeley, Morton W. Smith, Dr. F. B. Downs and L. B. Ostander. The last to leave was the brig Apache. She was towed by the De Witt C. Ivins, and Edmund Randolph, the owner, had as his guests

towed by the De Witt C. Ivins, and Edmund Randolph, the owner, had as his guests Ralph N. Ellis, Royal Phelps Carroll, R. Burnside Potter, W. Gordon Fellowes, Joseph Harriman, Stuyvesant Le Roy and Dr. Watson E. Morris

By this time the excursion fleet of tugs and yachts which had left the city early in the morning begon to arrive on the scene. E. C. Benedict's steamer Oneida was one of the first. She was followed by Col. Alexander Van Rensselaer's steamer May, then came Frank J. Gould's steamer was one of the inst. She was inlowed by Col. Alexander Van Rensselaer's steamer May, then came Frank J. Gould's steamer Helenitz, followed by Howard Gould's Niagara. Among other boats noticed were Alfred Marshall's Levanter, which displayed the colors of the Atlantic on the triatic stay; Rear Commodore R. A. C. Smith's Privateer, the revenue cutter Mohawk, Evans R. Dick's Elsa II., Commodore A. H. Alker's Florence; Commodore A. C. James's Aloha, the Erl King and Mermaid. Commodore Frederick G. Bourne of the New York Yacht Club entertained a party of friends on the big tug Edward J. Berwind. The committee boat Vigilant, one of the supervisor's tugs, reached the Sandy Hook lightship shortly after 11 o'clock. On board were Comafter 11 o'clock. On board were Com-mander H. G. Hebbinghaus, I. G. N.; Commander H. H. Hosley, U. S. N.; Oliver E. Cromwell, Newbury D. Lawton, H. DeB. Parsons and Edward H. Wales, the com-mittee in charge of the start.

HAMBURG FIRST AT LIGHTSHIP. The Hamburg was the first to reach the lightship. On her way out the crew had hoisted the mainsail and foresail and sent hoisted the mainsail and foresail and sent the jibs and jibtopsails up in stops ready for use as soon as the towline was cast off. She passed by the red lightship at 11 o'clock and held on to the eastward for about a mile, and then, at 11:30 o'clock, dropped her towline, broke out her headsails and stood about waiting, for the other boats to arrive on the scene. The Thistle was next. She was followed by the Endymion, Ailsa, Sunbeam, Hildegarde, Utowana, Apache, Valhalla and Atlantic.

The tug Vigilant, with the committee on board, was on hand early, and after circling around the lightship anchored to the eastward of it, making the line east and west. This was done in order to give the square riggers a fair chance to cross. If they had had to beat against the wind to fetch the line they would have been badly handicapped.

capped.

The schooners and the yawl held well to The schooners and the yawi held well to the eastward so as to be able to run back when the starting signal was given. The Valhalla and Sunbeam kept to the north-ward of the line, but Capt. Donall of the Apache went too far away, and as a result was handicapped when the starting gun was fired.

was handicapped when the starting gun was fired.

Five minutes after the Hamburg was under way the Ailsa cast off, and under jib and forestaysail, mainsail, small working topsail and jigger she sailed out in lively fashion considering the lightness of the wind, but then it was just Ailsa weather, and everybody expected she would do well under the conditions that prevailed yesterday.

weil under the conditions that prevailed yesterday.

The Thistle was dropped by the tug Unique after the Ailsa. She had up mainsail, maintopsail, foresail, two jibs and staysails. The Hildegarde was next to drop her towline, and under the lower working canvas Capt. Marsters sailed her about while the crew sent up the jibtopsail in stops. Then the Atlantic cast off. On the way out her fore, main and mizzen sails,

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with interest.

some days.

UTOWANA AND VALHALLA RECALLED.

Capt. Barr soon had the Atlantic moving

one by one the attending need of yachter and tugs turned back. The Oneida and Niagara held on longest. Mr. Benedict and Mr. Gould are going to stand out for some distance and may not be back for

FOG ENVELOPS THE BOATS.

wants the Fleur de Lys will be prominent at the finish.

Commodore Tod is going take the Thistle

courses. What Capt. Loesch will do with the Endymion depends on the weather he meets outside. He understands all the whims and tricks of Atlantio weather and

whims and tricks of Atlantic weather and is prepared for anything.

It is expected that several of the yachts will be sighted at times by passing steamers. These reports will be sent ashore by wireless telegraphy. To distinguish each boat special

PROF. HOLLANDER REPORTS.

Tells the President and Secretary Taft of

His Work in Santo Domingo.

Hollander of Johns Hopkins University.

who has been in Santo Domingo for the

last six weeks making, on behalf of Presi-

dent Roosevelt, an investigation of the

claims against that country, returned to

claims against that country, returned to Washington to-day. He reported to the President this morning and lunched with him later. Secretary Taft was also present. Prof. Hollander has not completed his work and will return to Santo Domingo to make further inquiries before he submits a full report.

Prof. Hollander told the President and Secretary Taft that the Dominican Government is well satisfied with the existing modus vivendi and that entire peace and quiet prevail throughout the republic. Every assistance was given him while in Santo Domingo by President Morales and other Government officials there. He visited all of the ports of the republic and tack one or two trips into the interior.

It is understood that many of the claims against the Government of Santo Domingo are greatly inflated and may be largely reduced. The object of Prof. Hellander's report is to show the Santo Domingo care from entering Santo Caratage creditors from enteri

tors from entering Sans : Shorten

WASHINGTON, May 17 .- Prof. Jacob H.

signals were arranged.

topsails and jibs had been sent up, and Capt. Barr was trying her to see that everything was right and in shipshape condition for the start. The jibtopsail was sent up to the start of the topsails and jibs had been sent up, and Capt. Barr was trying her to see that everything was right and in shipshape condition for the start. The jibtopsail was sent up in stops, and that boat was ready for the

signal.

The Sunbeam while under tow had got up main and mizzen sails and on the foremast upper and lower topsails, and when the tow was cast off well to the north and eastward of the line she had three head eastward of the line she had three head was in a good position to cross sails set and was in a good position to cross the line early.

WATCHING THE SHIP RIGGED BOAT. The Valhalla was towed out under bare soles until she was in about the same posi-ion relatively as the Sunbeam, and then

poles until she was in about the same position relatively as the Sunbeam, and then her engines were started and the sails were got up in fast order. It is something new for yachtsmen to see a ship rigged boat in a race, and it was interesting to watch how the square sails were set. First the upper and lower topsails on the three masts were set, then the main topgallant sails, then the mizzen and the foretopgallant sails. Then the main and mizzen staysails went up, and just before noon three jibs were set, and the yacht was under her own power.

The Apache was at least a mile to the eastward of the starting line before her sails were set, and then they went up like lightning. It seemed almost to have been done by pressing a button. Upper and lower topsails, topgallant sails and royals were set and with three headsails she headed back toward the line, with the wind aft.

The yachts and tugs that had gone out with parties on board to witness the start of the 300 mile race gave the racera plenty of room. Nearly all the boats gathered at the western end of the southern and western end, so that those on board could see the racers as they went by.

The wind, which had breezed up some-

The wind, which had breezed up somewhat after the yachts left the Horseshoe, calmed down again, and there was only a light sailing breeze when the preparatory boat gun sounded at noon. Every boat except the Fleur de Lys was ready. Capt. Bohlen had elected to sail out from the Horseshoe, and this gave him a beat of seven miles. The boat could be seen in the distance bravely trying to get there on time, but it was very evident that she would be handicapped.

There was not much maneuvering for

There was not much maneuvering for positions. The square riggers set for the line, while the schooners and the yawl maneuvered about a little bit, each skipper trying to place his boat so as to be in a good position when the starting gun was fired.

The blue peter was hoisted on the com-

The blue peter was hoisted on the committee boat as the gun sounded, and this meant that the yachts had fifteen minutes left before they would be sent off. Ten minutes later another gun sounded. At that time the Ailsa, on the starboard tack, was close to the line, and the Atlantic, on the port tack, was to the eastward of her, and it looked as though Capt. Barr, on the Atlantic, and his old mate, Capt. Miller, on the Ailsa, would have a little scrap for the honor of being first over the line in the race for the Kaiser's cup. The Endymion, with the veteran ocean sailor Capt. James Loesch, was close by, and Capt. Marsters had the Hildegarde well berthed.

THE SIGNAL TO START. At 12:15 another gun on the committee boat gave the signal to start. Several of the boats were close to the line. Capt. Marsters of the Hildegarde is not a racing skipper, but he had beaten Capt. Barr, and, although Capt. Miller had placed the Ailsa on the weather beam of the Hildegarde, the Philadelphia schooner had the honor of being the first boat to get over the line. She crossed almost with the gun, and the crew trimmed sheets flat and set to work getting up a small main topmast staysail. getting up a small main topmast staysail. This was scon sheeted home, and the yacht moved well under the conditions, which were not at all in her favor. The Ailsa

out to windward. All the boats were on the port tack and headed toward the southeast. The third boat was the Atlantic. She was to leeward of the wake of the Ailsa and about twenty-five seconds after that boat. The Atlantic carried fore, main and mistage seconds fore ravin and mistage and mista and mizzen sails, fore, main and mizzen topsails and head sails, and as she crossed the crew were sending aloft main and mizzen topmast staysails.

Every skipper seemed to be anxious to make as good a start as possible, and this caused some confusion. The boats were make as good a start as possible, and this caused some confusion. The boats were so crowded after the Atlantic that the Utowana was unable to fetch the right side of the committee boat. She passed close to the eastward of that mark, but not over the line as it was made. Thinking, however, that this error would not matter, Capt. Crawford headed his boat after the leaders. She carried the same sails as the Atlantic and was doing well in the light airs. The Hamburg and Endymion were close to the line as the Utowana crossed, and it was these two boats that caused Capt. Crawford to go on the wrong side. The Hamburg crossed at 12:16 o'clock. She Hamburg crossed at 12:16 o'clock. She had up fore and main sails, fore and main topsails, jib, fore staysail and a small jib topsail, and at once set a small maintop-mast staysail. The Endymion crossed at 12:18, and she carried sails similar to those

on the German boat.

The Valhalla in the meantime had worked from the northward and was doing well. she was smothered in canvas courses, upper and lower topsails, topgallant sails, royal on each of her three masts, four headsails and main and mizzen staysails. Capt. Caws, like Capt. Crawford on the Utowana, took the wrong side of the line. The Thistle was under the lee of the Valhalla. Thistle was under the lee of the Valhalla. She had all her canvas set as she went over, and Commodore Tod, the only amateur who is handling any boat in the race, was at the wheel. The Thistle crossed at 12:20. The Fleur de Lys was late at the line. She was a long way off when the starting signal was made, but Capt. Bohlen drove her on, and he rounded the lightship at 12:26 and stood on after the leaders with all canvas set. The Sunbeam was the next boat to get to the line. She crossed at 12:30, carrying upper and lower topsalls and topgallant sails on her foremast, main and mizzen sails, main and mizzen main topmast staysails, flying jib, outer jib and a balloon jib. This last was a peculiar looking piece of canvas, made here since the Sunbeam arrived. It is longer on the foot than on the luff. Then came the Apache, the last of the fleet. Capt. McDonnell had kept too far to the east

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Determined Not to Swerve Unless Congress Decides Otherwise-He Thinks It the Only Course to Pursue if the Canal Is to Be Built Economically.

WASHINGTON, May 17 .- The issue over the action of the Panama Canal Commission, in deciding not to confine its purchases of ships and supplies to domestic markets is squarely drawn. President Roosevelt is heartily in favor of this course of action and will assume all responsibility for it. In fact, it is the President's own policy, and not merely that of the canal commission or Secretary Taft. There is every reason to believe that the President is determined not to swerve from his decision In the mean time the committee had noted that the Utowana and Valhalla had and this in the face of the knowledge that his position may cause dissension in the Republican party, and has not the indorsement of some members of his official family.

noted that the Utowana and Valhalla had not crossed the line properly, and itwo strings of signal code flags were hoisted and the whistle of the Vigilant was tooted vigorously, announcing the fact to those on the two yachts. The Utowana was the first to understand the recall, and, wearing round, stood back for the line. The Valhalla followed, but it was no easy matter to get the square rigger back. Her staysails were taken in, courses furled, and then she tacked and slowly headed back toward Sandy Hook Lightship. The Utowana, with her schooner rig, was much more easily handled, and she turned the lightship and headed after the other boats again at 12:55. The Valhalla recrossed the line at 1:05. The President has made clear to his advisers that he regards his course as the only proper one to pursue if the Panama Canal is to be built economically. What has been done by the Canal Commission at his instigation and that of Secretary Taft does not mean that preference in the purchase of ships and supplies will be given to European markets, but merely that if there is or appears to be a disposition on the part of again at 12:55. The Valhalla recrossed the line at 1:05.

The long race was on. Each yacht was saluted by a continuous tooting of whistles as it crossed, and it seemed as though the fleet was saluting a winner rather than a boat that was just starting on a race. The attending fleet followed after the racers, and the first fight in the contest was watched with interest. the American shipowners or shipbuilders and American manufacturerers to charge what would be regarded as exorbitant prices the Canal Commission will have the option of going abroad for what is needed to expedite the canal project and secure its completion at the lowest possible cost. It is evident from what is said in Adminiswell, and that boat gradually overhauled the Hildegarde. The Ailsa worked well to windward of all the other boats, but after an hour's sailing the Atlantic had worked so far ahead that although the Ailsa was to windward of her, the Atlantic could have taked and crossed the bow tration circles that the Government was suspicious that those Americans who had goods to sell which were needed in the construction of the ounal were figuring on profits entirely too large, and that the President was determined not to submit to any such con-

Allsa was to windward of her, the Atlantic could have tacked and crossed the bow of the Ailsa. The Hamburg, another boat that sails best in light to moderate weather, also did well in the first hour of the race. She was close up to the Ailsa at the end of an hour's sailing. Capt. Barr thinks the Hamburg is the boat most to be feared, and Capt. Peters of the Hamburg evidently holds the Atlantic in great respect, for he was sending the Hamburg right after her. The Hildegarde was the next boat, but The Administration officials who are with the President in the new policy express the belief that there will be few if any canal supplies bought in foreign markets before the Fifty-ninth Congress assembles. It is the President's intention to was sending the Hamburg right after her.
The Hildegarde was the next boat, but
the weather was not such as favored her.
The Endymion was close after the Hildegarde, and then came the Fleur de Lys.
The little boat was doing famously. She
had by that time passed the Thistle and
was not very far behind the Endymion.
The Thistle was going poorly, but when
the wind shifts to another quarter she will
do better, and those on board hore they place the matter fairly before the national Legislature and let it assume the responsibility of determining whether the purchase of those supplies shall be confined to United States markets. As one member of the Administration expressed it to-day:

"If Congress wants the Canal Commission to pay out more money than is necessary do better, and those on board hope they will be favored with strong southwesterly breezes. The Sunbeam was the next boat, to build the canal, then Congress must say will be lavored with strong strong to breezes. The Sunbeam was the next boat, and then came the Apache, Utowana and Valhalla. The latter had not enough wind to fill out her sails and was making slow the weather conditions could that it will furnish the money for the greatly increased expenditure that is expected if the purchase of ships and materials is confined to the American market." progress. The weather conditions could not have been worse for her.

One by one the attending flees of yachts

The main objection that is being urged against the President's policy by those who are numbered among his party supporters is that his attitude will work injur: to Republican chances of success in future political campaigns. In the opinion of high tariff Congressm n who are in Washington and who have discussed the political aspects of the Taft policy, it is not strange that Mr. Taft should have overlooked political consequences, but they cannot understand why the President, who has demonstrated his political acumen heretofore, should have approved the plan. It is declared that the Administration has deliberately played into the hands of the freetraders and of the

Scon after 1 o'clock the fog that had been threatening all day began to shut down. First one boat and then another grew misty in the distance. They seemed to be mere fantoms, and things took on an uncanny and ghostly appearance. The boats were heading out to sea toward the southeast. The wind, still from the east, was lighter than at the start. The sea was smooth, only the regular ocean roll coming in. was smooth, only the regular ocean following in.

The Endymion was the first to tack. Capt. Loesch at 1:10 o'clock put his boat on the starboard tack and stood over toward the Long Island shore. He may have figured that in the fog that was closing in his move would not be noticed by those on the other boats, and that with the aid of the fog, and later on by night, he would be able to get clear of the rest of the racers and have a clear course.

The first night out was expected to be a sleepless one for all hands. Sailors all fear fogs and close watches were necessary on all boats. Fog signals were to be sounded at regular intervals and the boats pushed on under adverse conditions for the finishing line, three thousand miles away. Socialists. The Administration has already been made aware of the opposition of ship building firms to the policy of buying foreign vessels for the Panama Railroad connections. The suggestion has been made that if American ships are not available for purchase the Canal Commission should charter foreign bottoms until new vessels

can be built by American contractors. The opponents of the President's policy declare that when the question of tariff revision comes up next winter the Repub- be waylaid on his way home at night, at regular intervals and the boats pushed on under adverse conditions for the finishing line, three thousand miles away.

Day after day and night after night the men on the racers will fight for the trophies that have been offered by the German Emperor. They will bettle with the storm, fret during the calms, worry in the fogs and be delighted when the winds are favorable and the skies blue. Light to moderate southwesterly winds usually prevail on the Atiantic at this season of the year, and there also may be a storm or two that will lash the waters of the ocean into a fury.

The loats probably will hold on the tack on which they started until they are able to lay their courses for about Montauk Point, and if they can sight that light all hands will be happy. Then they will have bearings that will show them where they stared to fetch the lonely lightship that lican majority in Congress will be placed or else robbed in his rooms. For two in an embarrassing position by the Demo- weeks he has not gone home any night crats, who will be able to show that, although it requires its citizens to pay higher prices for domestic products, the Government is unwilling when it first her husband, their three sons, William, comes to take the consequences of the pro- aged 22; Arthur, 20, and Frank, 12, and a tectionist policy.

YELLOW FEVER ON THE ISTHMUS. Six New Cases Reported, Three of Which Have Resulted Fatally.

WASHINGTON, May 17.-Seven new cases of yellow fever on the Isthmus of Panama, three of which have already resulted fatally. are. From Montauk Point courses will be shaped to fetch the lonely lightship that marks Nantucket Shoals, and then the boats will geparate. Capt. Bohlen, who knows the Banks as a New York r knows Broadway, will drive his boat to northward. He intends to take chances on the have been reported to the Isthmian Canal Commission by Col. William C. Gorgas, chief sanitary officer there. The outbreak of the first of the month was supposed to have been under control, and Governward. He latends to take chances on the ice and the fog that usually accompanies it, and try, if possible, to clear the northern extremities of the floes. He will find fresher winds to the north, and that course is the shortest one across the Atlantic. Capt. Bohlen likes a breeze, and if he is successful in finding what he want the Flour de Lys will be recognized. ment officials here were well satisfied with the situation, but the new cases have aroused much apprehension.

In his telegram to-day Col. Gorgas said that the uneasiness among the employees on the isthmus was subsiding, and he did not feel much anxiety as to the ability of the Health Department to limit the outbreak in Colon. Of the six new cases | the window and before long resuscitated five are in Colon. All appeared between May 3 and May 9.

commodore fool is going take the finistic north, too, but not so far north as the Fleur de Lys. He expects to clear the ice, and thinks the chance is a good one to take. The Thistle is a good, stanch boat. She has a fine crew, and she can battle with most storms that she is likely to meet. The fatal cases are as follows: Ernest Melvill, an American non-em Capt. Marsters, too, is going to try a north-ern passage with the Hildegarde. The Atlantic will take a course further south. The southern extremities of the Banks will plovee, taken on May 9, died May 14; John Wilson, a Canadian, employed on the railroad, taken on May 3, died on May 15; A. E. Peck, an American non-employee, taken be cleared before Capt. Barr tries to make much northing. The Sunbeam, Valhalla and Apache also are to take southern courses. What Capt. Loesch will do with May 9 died May 15.

The other cases are: M. P. Rich, an American employee, taken May 9; Joseph Capes, American non-employee, taken May 8. and George Virgil, a French non-employee, taken May 5.

Col. Gorgas's last yellow fever telegram came on May 10, reporting twelve cases in the hospitals. All of these cases are now convalescent, according to to-day's despatches. The cases in Colon are all centered in one place, at the Blue Anchor Hotel. Every effort is being made by Col. Gorgas and his assistants to keep the situation in hand, and Government officials here think nand, and devernment omciais here think that there is no great danger of a wide-spread epidemic. The season in Panama now is conductive to yellow fever, and the appearance of the disease is not surprising.

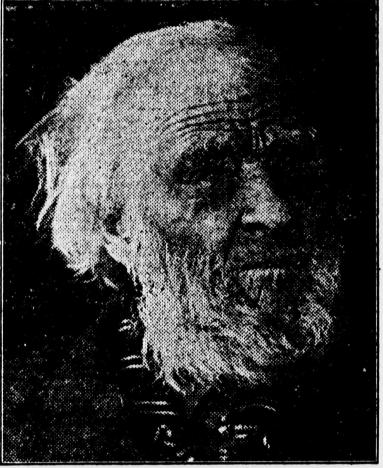
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THE PRESIDENT'S OWN POLICY Whole City Honors Hiram Cronk, Last Survivor of War of 1812.

The Body of the Late Hiram Cronk Lies in State in City Hall.



THE LATE HIRAM CRONK.

The remains of Mr. Hiram Cronk, who lived at Ava. N. Y., and was the last survivor of the war of 1812, and who was mentioned in general orders for bravery at the Battle of Sackett's Harbor, had an honorable burial by the City of New York to-day.

Mr. Cronk passed his 105th birthday some little time ago, and on being interviewed he said that for many years he had been kept alive and strong by the religious use of DUFFY'S PURE MALT WHISKEY, which was his only

Mr. Cronk is famous the country over for being the sole survivor of the War of 1812. He served in the 157th Regiment Volunteers; fought with distinction throughout the War of 1812 and at the battle of Sackett's Harbor was mentioned in general orders for bravery. Three years ago Congress raised his pension from \$12 to \$25 a month, and last year the New York Aldermen voted to give a public funeral whenever he might die.

On being interviewed on his 105th birthday Mr. Cronk On being interviewed on his 105th birthday Mr. Cronk said: "For many years Duffy's Pure Malt Whiskey has been my only medicine. I take a dessert spoonful of the tonic three times a day with my meals, and when I go to bed. Although we have severe weather where I live, I am able to be out every day, and I take quite extended tramps. I am very thankful to 'Duffy's,' for it gives me a good appetite and keeps me strong and well in my old age."

The escort consisted of United States Regulars from Governor's Island, the Military Society of the Order of 1812, Veteran Artillery Corps of the State of New York, U. S. Grant Post, No. 327, Department of New York, G.A. R., and the Washington Continental Guard; and I hereby cordially invite all civic organizations who may desire to participate in the last honors to this old here to report to me as the Grand Central Station, Forty-second street and Park avenue, New York, on Wednesday morning, May 17, at 9:30 o'clock, to be satisfied resistion; in the line of march.

to be assigned position in the line of march.

Utica, May 16.—Funeral services over the hody of Hiram Cronk, the last survivor of the War of 1812, were held at the Cronk homestead, on the hills of Dunnbrook, at 1 o'clock this afternoon. Many members of the Boonville Post, G. A. R., were in attendance. The services were conducted by the Rev. W. C. Kingsbury, of Boonville.

Following the services, the body was taken to Boonville, and from 5 to 7 o'clock lay in state in G. A. R. hall. The body arrived in this city shortly after 9 o'clock and was transferred to a New York Central train for New York.

A crowd of curious persons awaited the arrival of the veteran's body at the local station and watched its transfer from one train to the other. Mrs. C. L. Morehouse, of New York, a representative of the United Daughters of the War of 1812, and Richard F. Butt, of New York, superintendent of Cypress Hills Cemetery, together with Cronk's daughter and son, accompany the body.

SLEPT THROUGH BURGLARY.

POLICE THINK FIVE RISCHES WERE CHLOROFORMED.

Value of Booty Not Yet Known, but Doesn't Seem to Have Been Great-Ladder to Top Fiat From Roof-Saladine's Odd Warnings-Much Plunder Overlooked.

Burglars visited the flat of Charles Risch on the west side of the top floor of the six story house at 448 West Fifty-seventh street some time between 10 o'clock Monday evening and 7 o'clock Tuesday morning. Risch told Acting Captain O'Brien of the West Forty-seventh street station. Risch believes that five members of his family were chloroformed by the burglars. Joseph Saladine, who runs a saloon at Fifty-seventh street and Tenth avenue and occupies apartments on the east side of the same floor, says that for three months without the protection of a detective Mrs. hisch was visiting in the co ntr Monday night and there were in the flat daughter, Annie, 7 years old. All retired early. It is an eight room flat, with the kitchen in the rear, the dining room next and then five sleeping rooms. Mr. Risch slept in the room next the dining room.

The police and the Risches think the burglars entered the apartment by a short ladder dropped from the roof to a fireescape landing inside a court. One of the dining room windows fronts this court, and the thieves pried open the catch on it. They then went to Mr. Risch's room, the police think, and administered chloroform to him, passing then to the other sleepers. Very little was given the two

younger children. Frank was the first to wake up in the morning. He thought it peculiar that his father and brothers slept so soundly, and that it was so difficult for him to awaken them. Finally he was successful in arousing one of his brothers, who threw open the others, having little difficulty with the girl, but a great deal with his father.

the girl, but a great deal with his father.

Mr. Risch is unable to give an exact inventory of the booty until the return of his wife, who may have some of the missing jewelry with her. He believes, however, that jewelry of the value of \$100 was taken and he knows that \$41.35 in cash is gone. Of this \$30 was taken from his trousers pockets and \$10 from the pockets of his sons. The burglars overlooked, he says, his watch, chain and wallet, which according to custom he had placed inside his pillow case and they failed to discover altogether about \$500 worth of valuables and cash.

and cash.

According to Saladine's story, some one sent him a note saying that he had overheard a scheme concocted to waylay him on his way home. Later he heard from the same source that he was to be overpowered in his hallway and still later came the word that his flat was to be robbed after his return home.

Mr. Risch is a tinsmith. He is still suffering and has been unable to return to work. His sons and daughter experienced little ill-effects.

OUR RELATIONS WITH CHINA Washington Officials Expect That They Wi Soon Reach an Acute Phase.

little ill-effects.

WASHINGTON, May 17 .- An acute phase in the relations between the United States and China in connection with the new exclusion act is expected soon by officers of the Department of Commerce and Labor. Sir Chentung Liang Cheng, when he came to Washington, was charged by his Government to do everything in his power to secure the abrogation, or at least a modification, of the exclusion policy. Up to this time he has been unable to accom-plish anything. When the old treaty ex-pired by limitation efforts were made by Sir Cheng to secure the adoption of an instrument granting concessions to his countrymen. He found this Government firm in its policy to exclude the Chinese and negotiations were abruptly suspended.

The situation was discussed at the Cabinet meeting yesterday. It has been considered in the State Department for several weel s and has also been under discussion in the Department of Commerce.

CASUALTIES ON JOLO ISLAND. Five of Our Soldiers Killed and 22 Wounded

in Recent Engagements.

WASHINGTON, May 17 .- In a cable to the

War Department, Gen. Corbin, command-ing the Philippine division, gives a list of the killed and wounded in the engagements on Jolo Island on May 2, 3, 4 and 5. Gen. Wood, who is at Jolo, has made no report of the engagements, probably on account of broken cables. According to a report received by Gen. Corbin from the medical officer at Jolo, five men have been killed and nineteen wounded. Three men were wounded at an engagement on April 12. at Camp Vicars. The following is the list of the killed and wounded:

list of the killed and wounded:

Killed—Henry Balbach and Daniel Burke, Troop M, Fourteenth Cavalry; Everett C. Fowler, Troop I. Fourteenth Cavalry; Lewis Williams and John Kelley, Company K, Seventeenth Infantry.

Wounded—James C. Gunn, Hospital Corps: Murray D. Higgins, Company K, Third Battalion Engineers; Harry A Southard, Charles E. Carson and Frank C. Carpenter, Troop L, Fourteenth Cavalry; Theodore E. Thorsen, Troop M, Fourteenth Cavalry; William H. Griggs, Twenty-eighth Battery Field Artillery; Elmer E. Gore and Nelson R. Hughes, Company A, Twenty-second Infantry; George G. Brock and Joseph A. Adams, Company B, Twenty-second Infantry; James Will and Howard Glasgow, Company C, Twenty-second Infantry; Jacob Orken, Company I, Twenty-second Infantry; Luther Jessup, Company L, Twenty-second Infantry: Luther Jessup, Company L, Twenty-second Infantry; Prederick P. Paul, Company M, Twenty-second Infantry; William A. Putnam, Company F, Seventeenth Infantry, and Patrick J. Conlin, Company C, Seventeenth Infantry, Engagement Camp Vicars, April 12—

Infantry.

Engagement Camp Vicars, April 12—
Engagement Camp Vicars, April 12—
Wounded—Garrett Butler, Joseph R. Miller and Archie W. Sorrelle, Troop C, Fourteenth

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Ambassador Reid Gets His Instructions WASHINGTON, May 17.-Whitelaw Reid, recently appointed Ambassador to Great Britain, to succeed Joseph H. Choate, called at the State Department to-day and received his final instructions and credentials from Acting Secretary of State Loomis. Mr. Reid went to New York at noon, and will not return to Washington. He will sail for England on May 27. Mr. Choate will not wait until the arrival of Mr. Reid, but will start for a trip in the provinces a day or two before the arrival of his suc-

Appointments in Diplomatic Service. WASHINGTON, May 17 .- The following appointments in the diplomatic service have been announced

George Hamilton Butler of New York city, student interpreter at the legation in Pekin; Amos L. Sarle of Rhode Island, marshal of consular court in Hangkau, China, and Stuart K. Lupton of Tennessee, marshal of consular court in Amoy.

Running Down Long?

You and Your Food are a Misfit Sure

It's a relief to feel the sunshine and glow of perfect health. bounding energy and "go" of the successful, brimful-of-spirits man. The joy of living real LIFE will come back when you give your body the kind of food it is mutely appealing for, that from which it can make good the daily waste caused by brain work and exertion. Suppose you abandon for a time the food which evidently

is not properly nourishing you, and go in for a 10 day test and see how near the food expert, who perfected

Grape-Nuts

comes to your case. Drop tea and coffee absolutely and if you want to get to the front by bounds cut your tobacco down to at least one-half. Now for breakfast.

A little very ripe fruit, a saucer of Grape-Nuts (not over 4 heaping teaspoonfuls with some rich cream poured over it, insist on cream, milk will do as a last resort, but water spoils the delicate sweet flavor), a sice of very hard-baked toast, thinly

buttered, and a cup of Postum Food Coffee. No more.

That will carry you until lunch time, when the same articles can be used, and add a little hot clear soup.

Take dinner at 6 or 7 and have a generous portion of meat. only one kind. Cut out the soup and fish, have 2 vegetables and a Grape-Nuts pudding, a cup of Postum Food Coffee (which will not keep you awake) and one or two slices of buttered toast. QUIT THERE.

Two days thus will open your eyes and 10 days make this good old world seem a happy place again. It's nice to be happy.

THERE'S A WAY, AND

"THERE'S A REASON."